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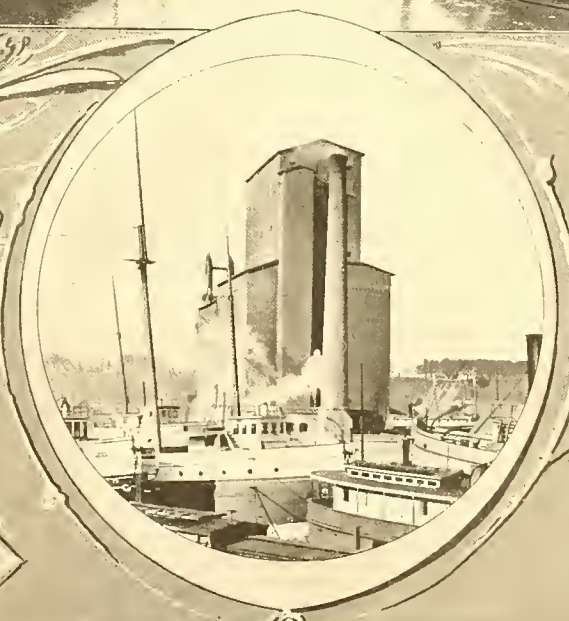
# HEADLIGHT

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## MANITOWOC, WIS.

THE GATEWAY



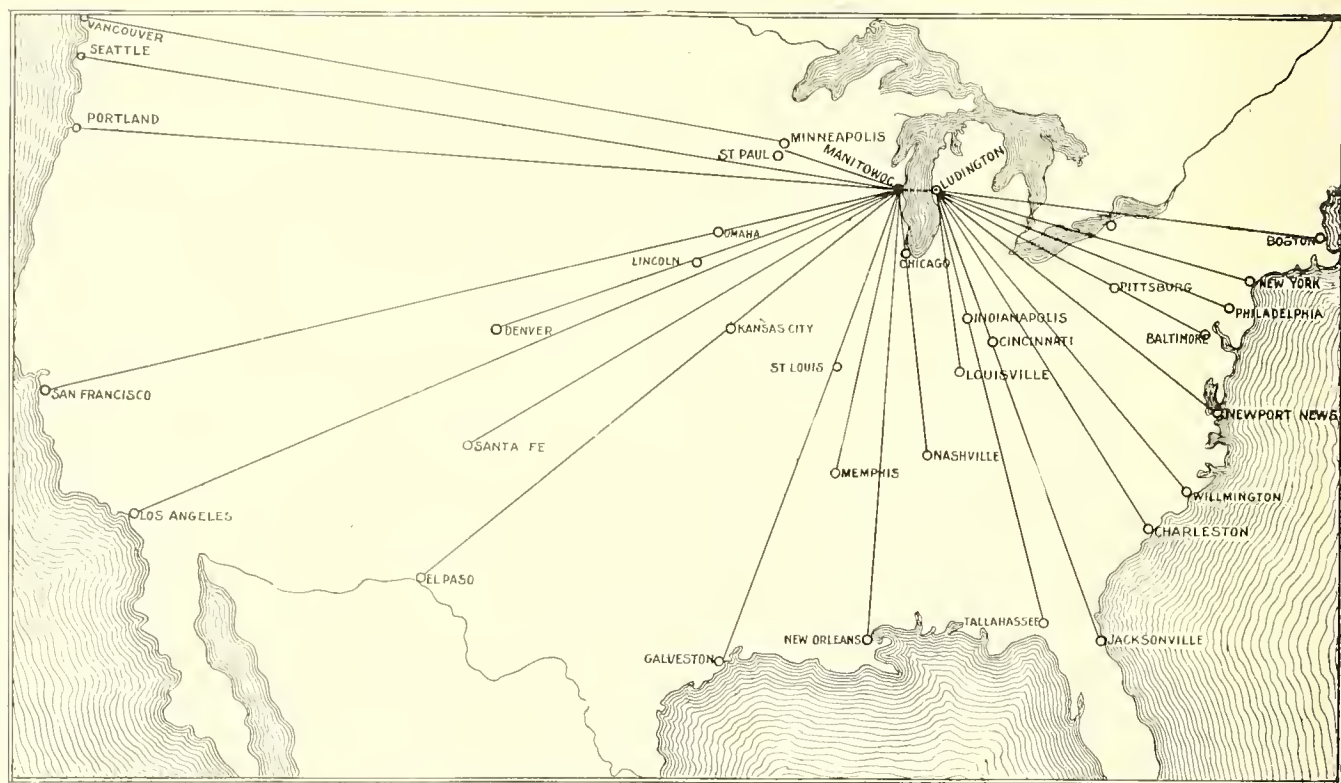
THE SHORT ROUTE BETWEEN THE EAST & WEST.



# The New Manitowoc Route

22144

**20** HOURS QUICKER than any other route from the Northwest to all Atlantic Seaboard Points. See that your freight is shipped via Manitowoc.



ALL ROADS LEAD TO MANITOWOC.

MANITOWOC  
HAS THE  
FINEST HARBOR  
ON THE LAKES



## Investigate

its advantages as a manufacturing and jobbing location.

For information address

SECRETARY, ADVANCEMENT ASSOCIATION,  
MANITOWOC, WIS.

# ✧ HEADLIGHT ✧

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CHICAGO, ILL., JULY, 1898.

## THE MANITOWOC GATEWAY.

The wonderful development of the Northwest during the past decade has brought about stupendous changes in transportation methods to and from the great wheat region and the Atlantic seaboard. Formerly all of this traffic went the long haul via Chicago, or by the much longer lake-and-rail route via the Superiors and Duluth. The congested conditions of traffic always existing at Chicago, in the transfer of through freight and the never-ending lake-and-rail journey, made it essential to find a quicker outlet to tidewater for the vast business that comes pouring down from the golden grain fields of Minnesota and the Dakotas. It was an unsolved problem how to cut the time until some genius evolved the car ferry, which has finally become the practical means of bridging the lake and forming an air-line between St. Paul, Minneapolis and the East. This is proving one of the greatest successes in the line of

modern transportation effort. It is an every-day-in-the-year highway connecting the two oceans and sending all sorts of the commodities of commerce quickly and cheaply to and fro. The distance between Manitowoc and Ludington is less than sixty miles, which is covered by the car ferry in three hours and a half.

About seventy million bushels of wheat were produced in the grain fields of the Northwest last year, most of which was ground into flour at the Minneapolis and other northern mills, shipped to all parts of the country, and about four million barrels exported to Europe. When it is known that a large part of this vast traffic found an outlet through the Manitowoc gateway, its importance as an all-rail route to the East may, in a measure, be realized.

Flour and grain are by no means the only commodities passing over the new Manitowoc route; but lumber, iron ore and minerals from Wisconsin and Mich-

igan, coal, merchandise and fruits of the Eastern industries are also shipped this way in enormous quantities.

It is more or less difficult to get statistics as to the amount of tonnage passing the Manitowoc gateway, but during the winter a thousand cars of flour have been sent forward within one week, in addition to hundreds of cars of coal and other commodities.

The influence of the new route has stimulated traffic to a remarkable degree. All the lines participating in this traffic have been particularly gratified with the results, as the car-ferry system was at first regarded impractical by many railroad people and others in the transferring of loaded cars so great a distance. The regularity of the journeys across the lake, in all sorts of weather, and the entire absence of any accidents to the cars or loads, seem to point to the car ferry as the permanent modern link of connection between the East and the West.



IN THE HARBOR AT MANITOWOC.



## THE FLINT & PERE MARQUETTE LINES.

The opening of the Manitowoc Car Ferry Line has well-nigh revolutionized the carrying trade between the Northwest and the Atlantic seaboard, and the Flint & Pere Marquette Railroad is admirably equipped to handle the larger part of this vast business. It makes a direct delivery at its own terminals to the following systems: At Port Huron, with the Grand Trunk System, and each of the fast freight lines operated over all the Grand Trunk Lines east of the Niagara frontier; at Wayne Junction, with the Michigan Central Railroad; at Monroe, with the Lake Shore & Michigan Southern Railway—both of the latter two strong interests of the immense Vanderbilt System; at Detroit, with the Canadian Pacific System; and at Toledo with all roads leading from that city, particularly the vast Pennsylvania System to the East. The Flint & Pere Marquette Railroad operates a fleet of steamships between Milwaukee and Ludington and between Manitowoc and Ludington. The distance between Ludington and Manitowoc is somewhat less than sixty miles. It is a free right of way across Lake Michigan at its narrowest and most advantageous point. It is situated midway north and south of Lake Michigan, which is particularly free from ice during the winter season. Past experience has demonstrated that the ice floes of the lake during the inclement season are either forced to the south end of lake or driven northward, and it is a very rare circumstance that any considerable ice is formed in the particular locality traversed by this line. This feature gives practically absolute surety that there will be no weather of sufficient severity to interrupt in even the slightest degree the regularity of the car ferry's trips between these two points, so that the Manitowoc route has come to be known as the great every-day-in-the-year highway between the Northwest, the Atlantic seaboard and Europe; in fact, the Manitowoc route is used almost exclusively by the great flour shippers of Minneapolis during the winter months, when navigation is closed via the lake-and-rail routes. The Manitowoc route is 150 miles shorter and many hours quicker



AT THE WISCONSIN CENTRAL DOCKS, MANITOWOC.

than any other line to or from the same territory. The ferry is all-rail, just the same as any of the routes via Chicago, and the crossing of Lake Michigan is simply an incident that should not be considered detrimental in any way to the interests of shippers; in fact, it should not be considered at all. The deck of the big car ferry is equipped with four tracks, capable of holding thirty cars. Trains are run on to the ferry for dispatch to the various lake

terminals, which is accomplished very frequently within an hour's time. The monster car ferry, Pere Marquette, owned by this company, which fills the gap between Ludington and Manitowoc, was built especially for the purpose at a cost of over \$350,000. The Pere Marquette, of which a picture is printed herewith, is a steel twin-screw steamship, 350 feet in length, with a breadth of 56 feet, and is capable of covering the distance between Manito-



A BUSY SCENE — MANITOWOC RIVER.

woc, Wisconsin, and Ludington, Michigan, within the space of three and one-half hours. The equipment of boilers and engine-room machinery is something scarcely surpassed by the best men-of-war in the American navy. The engines are two compound, vertical, direct-acting, jet-condensing engines, with cylinders 27 by 56 inches, with 36-inch stroke, developing a maximum of 3,500 indicated horse-power. The vessel has four Scotch boilers, 15 feet 3 inches by 12 feet, and also a complete electric light installation, including a monstrous searchlight. The steamer has cabin and stateroom accommodations for fifty passengers on her upper deck. On her main deck she carries the load of cars, thirty in number. It will be seen that the vessel is capable of making two round trips daily, or transporting in all 120 cars per day.

The Flint & Pere Marquette Railroad also operates several steamships which are known as "break bulk" boats. Such shipments take a differential rate less than the all-rail rates, and freight not requiring the quickest dispatch is usually handled in this way. Vessels run every day in the year and carry an immense amount of freight



MANITOWOC STEAM BOILER WORKS (SEE PAGE 12).

between the Manitowoc and Ludington terminals. The company also operates a line of steamships between Milwaukee and Ludington which are deservedly popular for their elegant passenger accommodations. These stanch and beautiful vessels make daily sailings, running on schedule with passenger trains to and from Ludington. This is the short and most direct route between the west shore of Lake Michigan and all points in the State of Michigan and

the East. As the service is regular and reliable the year around, passenger traffic is large at all seasons.

A PICTURE on page 12 represents the residence of Mr. Joseph Vilas, who is well known throughout the State. Mr. Vilas is largely interested in the promotion of railroads; was the founder of the Milwaukee, Lake Shore & Western Railroad, and its president for many years before it was absorbed by the North-Western Line.



THE MAGNIFICENT CAR FERRY "PERE MARQUETTE," OF THE F. & P. M. R. R. & S. S. LINES.



## THE WISCONSIN CENTRAL LINES.

The opening of the new through route from the West and Northwest to the Atlantic seaboard, via Manitowoc, has been brought about mainly through the efforts of the Wisconsin Central Lines. The extension of this line from Menasha to Manitowoc closed a fifty-mile gap and at once made the Manitowoc route a reality and a big factor in the carrying trade between the East and the West. The Wisconsin Central Lines, therefore, is the key to the situation, and since its opening has controlled, and is bound to control, a large share of the business originating in the Northwest, while traffic arrangements with all the Eastern lines will give it a fair share of west-bound shipments. It is practically an air line from St. Paul and Minneapolis to Boston. The terminal of this line at Manitowoc is on a most extensive scale, as it owns and controls the choicest dock property, with every facility for handling its enormous freight business. Great grain elevators and coal docks are located at convenient points near the tracks. A flour house 925 feet long, with storage capacity for several hundred cars, provides adequate room for unloading, shipping and forwarding freight by the Great Lakes Steamship Company and other lines. Through carload shipments by car ferry are handled by means of a modern car ferry slip. The simple process of switching cars on to the boat is all that is required, which is frequently accomplished in less than an

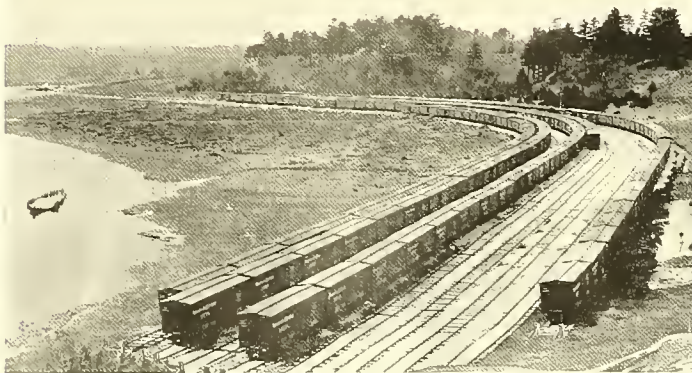


GENERAL OFFICES WISCONSIN CENTRAL, AT MILWAUKEE.

hour's time, and immediately dispatched on the journey across the lake. HEADLIGHT prints a map of the Wisconsin Central Lines, which will show at a glance what the system is in its relation to traffic of the West and Northwest, and in forming a shorter route to all Eastern and Atlantic seaboard terminals.

W. H. VANDEGRIFT, Agent, Wisconsin Central Lines.—For more than twenty-nine years Mr. Vandegrift has

been actively in the harness as a railroad man. He has served in all sorts of capacities, beginning as a telegraph operator with the old Milwaukee, Lake Shore & Western Railway, on which line he rose to become Division Superintendent. The big business of the Wisconsin Central lines at Manitowoc could not be in safer or more capable hands. Mr. Vandegrift has been in charge here since the opening of the Manitowoc gateway.



STORAGE TRACKS AT MANITOWOC.



A BIG MILL ON WISCONSIN CENTRAL LINES.



# THE GREAT NORTH-WESTERN LINE.

MANITOWOC is particularly fortunate in having the advantages of the great North-Western Line, which, without exception, is the finest railroad property in the world. For both freight and passenger traffic the service offered by this great corporation is superb and unexcelled. In the prosecution of its vast business through the Manitowoc gateway the company has every facility for the quick handling and transferring of freight with a modern car-ferry slip; several miles of side track reaching all the docks and shipping, together with an immense flour house, it is in position to expeditiously and quickly meet all the demands upon it. Nothing is lacking at this important terminal to give its patrons what they pay for, and the North-Western Line can always be

relied upon to render a fair and just equivalent to all. Then there is some satisfaction in doing business with a broad-gauged, liberal company, which is always at work building up the towns along its line. Of course, it is admitted that there may be more or less self-interest in such a policy, but the community is bound to share in whatever benefit or prosperity that comes from these efforts.

The officers of the North-Western Line, from the highest to the lowest, are famous for their cordial treatment of its patrons. Anyone having business with the company will be admitted to conference with the proper officer, cordially received, and his petition or request will be carefully considered. There is no red-tape in the administra-

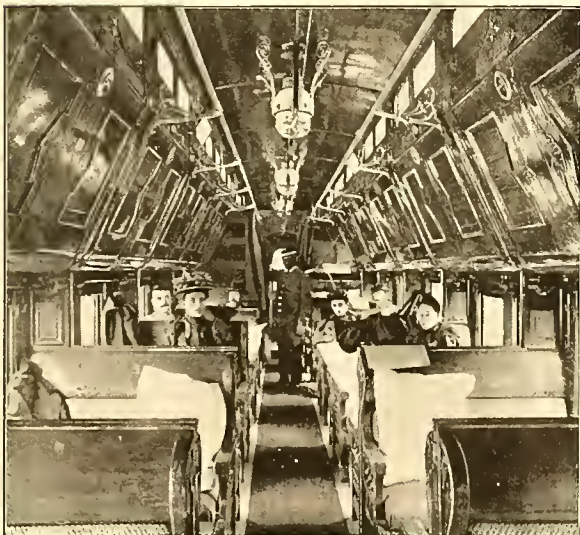
tion of the company's affairs. Although, as in all modern business efforts, they are the busiest of men, working at high pressure, they are always ready to give attention to details that will advance the interests of the company and public.

## Extent of the System.

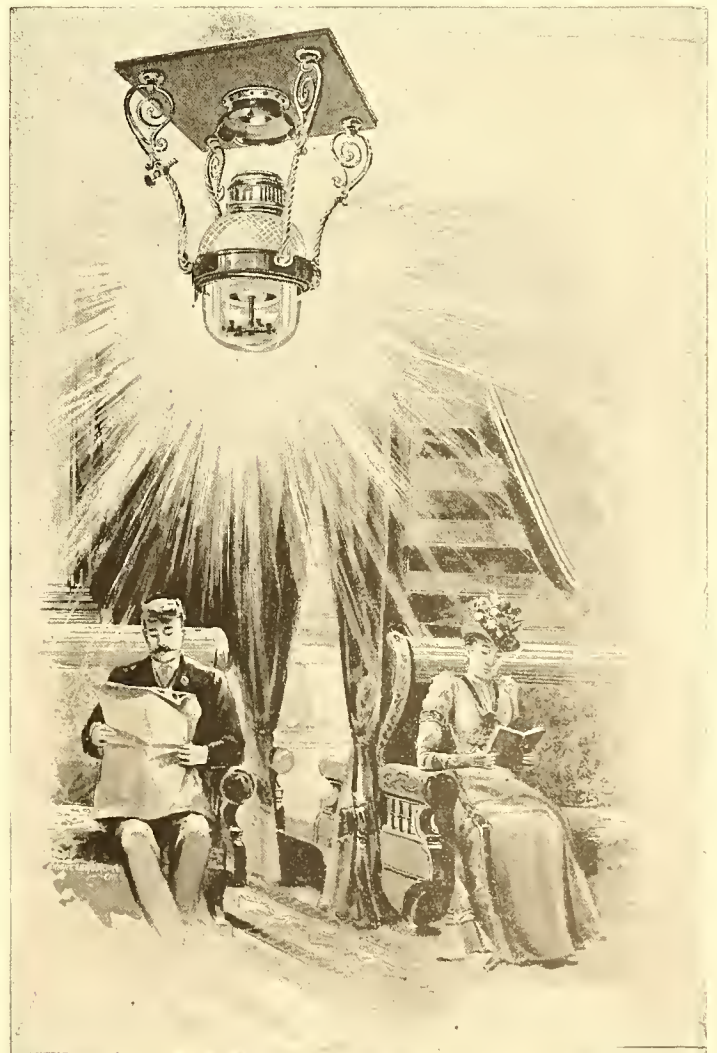
The North-Western Line has eight thousand miles of perfectly equipped railway. It penetrates the richest and most fertile region of nine great States. It carries all sorts of commodities in the latest and most modern cars, and its lines are protected by all the newest safety devices evolved by the ingenuity of man. By traffic arrangements with other lines it reaches 7,350 stations, located on 41,000 miles of railroad. It has on its lines more manufactories and industries than any other Western



A COZY CORNER OF DINING CAR, C. & N.-W. R.V.



A TOURIST INTERIOR, NORTH-WESTERN LINE.



A LIGHTED INTERIOR, CHICAGO & NORTH-WESTERN RAILWAY.



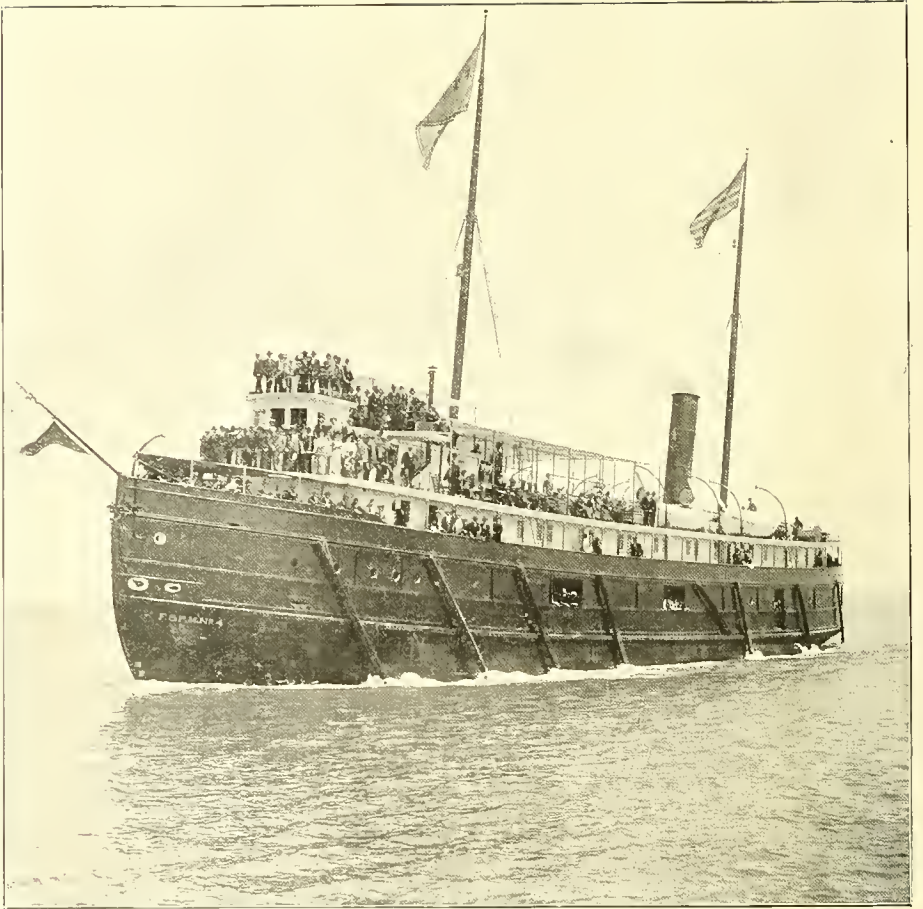
railroad. The pioneer railway of the West, it has done more to develop the mighty interests of the great Northwest than any other agency. Its rails are of the heaviest steel. It has more than 700 miles of double track, with full complement of ties to the mile, and with its 25,000 faithful employes is the most potent transportation factor in the new empire of the Northwest.

#### **The Colorado Special.**

Manitowoc people visiting Colorado should by all means make the journey in the new Colorado special. This beautiful new train is perfect in every detail, from the pilot on the big engine to the signal lights on the rear coach. It is the ideal of luxurious modern travel, and as it flies through space at a fifty-mile clip the traveler is conscious only of a fleeting panorama and an environment that rivals the comforts of his own home. The Colorado Special makes the trip to Denver in twenty-seven hours, and runs every day in the year. The train from Denver is an exact counterpart of the Chicago train, running on the same schedule as to time, and arrives Chicago at 8:30 P. M.

#### **Great Lakes Steamship Company.**

The Great Lakes Steamship Company is a most important factor in the carrying trade between Manitowoc, Cleveland, Buffalo and the East. The company at present employs four splendid steamers, of about 2,500 tons each, in the service. During the season of navigation these vessels make regular semi-weekly sailings. Low rates and first-class service makes the line a popular one with all classes of shippers.



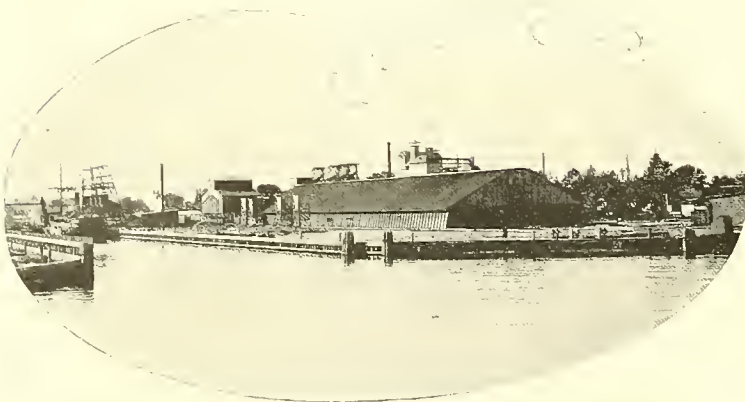
FLINT & PERE MARQUETTE R. R. STEAMER NO. 4, AT MANITOWOC.

#### **Pennsylvania & Ohio Fuel Company.**

A large section of the Northwest is now supplied with coal by this big corporation. Two immense docks, with capacity aggregating 400,000 tons, are used for storage of coal, which is brought to Manitowoc principally by vessels during the season of navigation and shipped out by rail during the year as required. The company handle the famous Lehigh, Hocking Valley and West Virginia coal. Modern machin-

ery and appliances for loading and discharging vessels and cars are employed. This industry furnishes work for a large number of men, and is a valuable acquisition to the industries of Manitowoc.

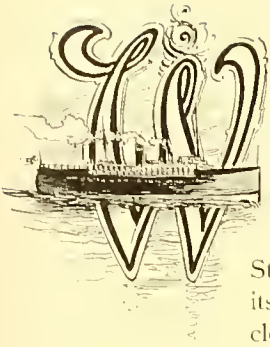
The company also operates coal docks at various important points in the Northwest, in connection with its excellent terminal and dock property at Manitowoc. The liberal policy of the organization has brought great success.



COAL DOCKS OF THE PENNSYLVANIA & OHIO FUEL COMPANY, MANITOWOC.



## THE CITY OF MANITOWOC.



WHEN the first settlers came to Manitowoc in the romantic days of Wisconsin's early history, while the great State was yet in its swaddling clothes, little did they dream of the great commercial importance of the city that was to rise from the rude cabins of its pioneers.

Manitowoc began its history as a municipality as far back as 1835, and was settled, in common with many other towns of Northern Wisconsin, by an honest, thrifty class of Germans, whose sons, while retaining many of the conservative characteristics of the beloved "Fatherland," are imbued with the American idea of progress and are leaders in all the commercial enter-

prises that have brought wealth and fame to the city and State.

A large majority of the people of Manitowoc own their own homes, many of which are pretentious and of considerable architectural beauty. It is an incomparable situation for a town, for the view is perfect, the air is always pure, and the breezes that sweep over this great inland sea cools the heat of summer and tempers the cold of winter. The natural influence of the situation is seen in the healthy, happy faces of Manitowoc's citizens, for nowhere can be found a climate superior to the latitude in which this magnificent city lies. When the great metropolis of Chicago is sweltering under the torrid heat of July, this favored spot is enjoying a temperature many degrees cooler. The same phenomenon is also observed during the winter months by a much higher temperature than is found at other places near the same latitude.

Manitowoc being the direct highway for traffic between the East and the West and contiguous to the great lumber and mineral regions of Wisconsin and Michigan, with easy and cheap access to all sorts of raw material and fuel, is the logical situation for a great manufacturing and industrial center.

The development of the across-the-lake transportation lines has given an entirely new character and importance to the town.

The Manitowoc river, which divides the town, has been dredged and widened by the United States Government at an expense of several hundred thousand dollars, and the city now possesses one of the very finest harbors on the entire chain of great lakes. It has a depth of twenty-one feet and has almost unlimited dockage facilities. Our double-page panoramic view gives a fair idea of the number of vessels that can find moorings in the harbor.



VIEWS NEAR MANITOWOC.



Within a few years Manitowoc has become one of the most important flour and grain distributing points in the Northwest. Much the larger part of the vast output of the Minneapolis mills finds its way to the Atlantic seaboard via the Manitowoc route. When it is known that the capacity of these mills amounts to over 61,000 barrels of flour per day, some idea may be obtained of the immensity of this traffic in the Northwest. Manitowoc also ranks as a great fuel distributing center. The two great coal docks of the Pennsylvania & Ohio Fuel Company have a capacity in the aggregate for about 400,000 tons of coal. The docks are filled during the season of navigation when the coal supply is plentiful and cheap, and shipped to all parts of the Northwest at other seasons by rail. Cars coming from Minneapolis loaded with flour carry coal back into the Northwest.

Its magnificent schools and churches are in keeping with the demands of the times, while beautiful private residences in shady, quiet streets are numerous and attractive. There is no community where thrift and industry is more marked, where individual rights and comfort are more respected. The volume of retail business transacted here in all lines is enormous. Surrounded by a rich and fertile farming

country, the products of the soil are marketed here and sold for cash at all seasons. Hay, grain, garden truck, peas, and seeds are the chief products. There is probably a greater production of peas in Manitowoc County than any other district of the same area in the United States. Manufacturing in all lines is prosperous, is being rapidly extended, and new enterprises developed. The city will soon rank among the leading jobbing and distributing centers of the Northwest. Already it is in the front rank in the grain and fuel trade. The great elevator of the Northern Grain Company, built but a year ago, has been found inadequate for the demands of this industry, and the company is erecting a new elevator, with a capacity of 15,000,000 bushels.

With an incomparably healthful climate, with a high class of industrious, patriotic citizens, and with situation unrivaled for commercial activity, the door of progress is open, and Manitowoc has but to step into whatever degree of wealth and power among the cities of the Northwest her people may desire.

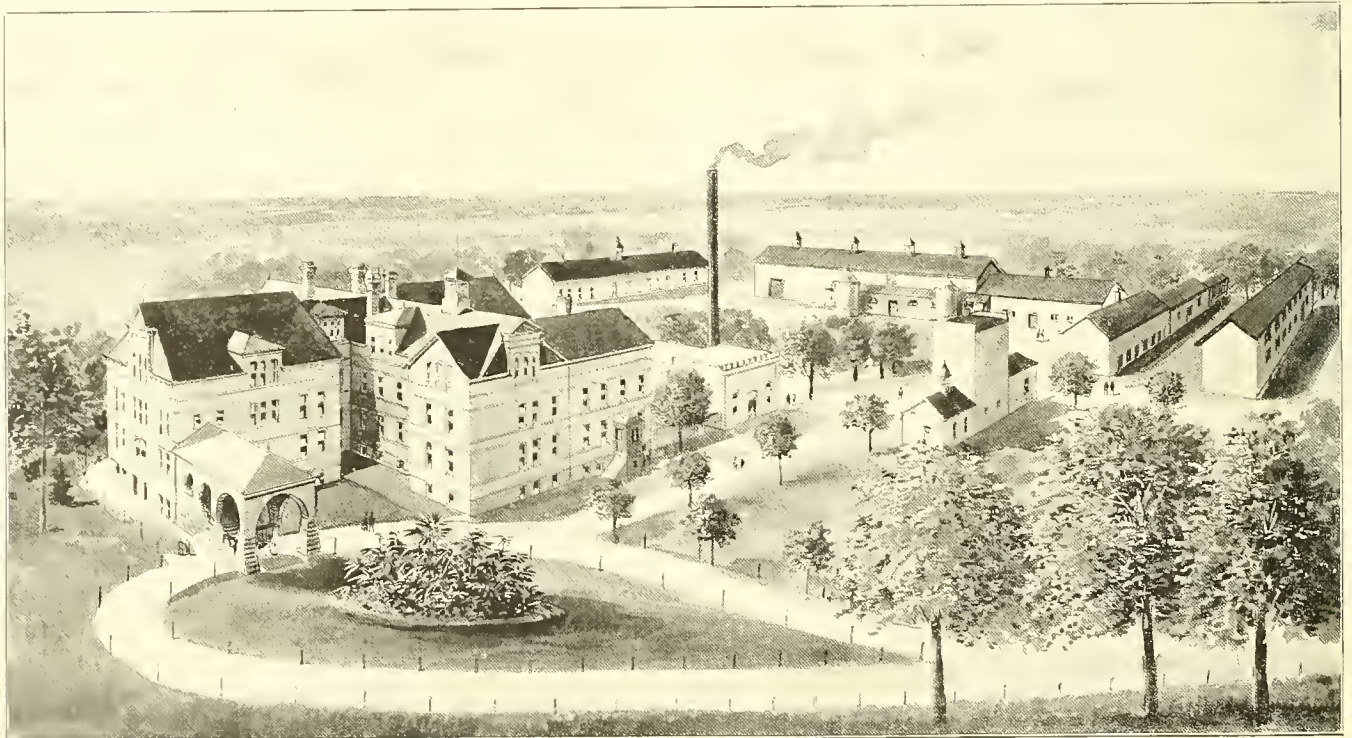
#### The Insane Hospital.

The care and treatment of the insane is nowhere accomplished in a more successful manner than at the Manitowoc

Insane Hospital, of which the accompanying picture is a fine representation. Kindness, quietude and scientific treatment are the principal features that have spread its fame to all parts of the State, so that many neighboring counties send patients to Manitowoc, paying for their maintenance. From this revenue the directors were able to make the gratifying report of an income of \$11,000 over expenditures for last year. The two hundred or more acres are kept in a high state of cultivation by the more tractable patients, who are greatly benefited by work in the open air, in the fields, amid flowers and shrubbery. The hospital is a pet hobby of Mr. William Rahr, the secretary, to whose excellent business management its great success is largely due.

#### A Shipbuilding Industry.

Among the industries held in the highest estimation by the people of Manitowoc is the great shipbuilding yard of Messrs. H. B. and G. B. Berger. They have built some of the best and most serviceable boats on the lakes and have for their patrons such well-known corporations as the Goodrich Transportation Company, whose entire fleet, with the exception of two boats, was put into the water by Messrs. Berger & Berger. This shipbuilding in-



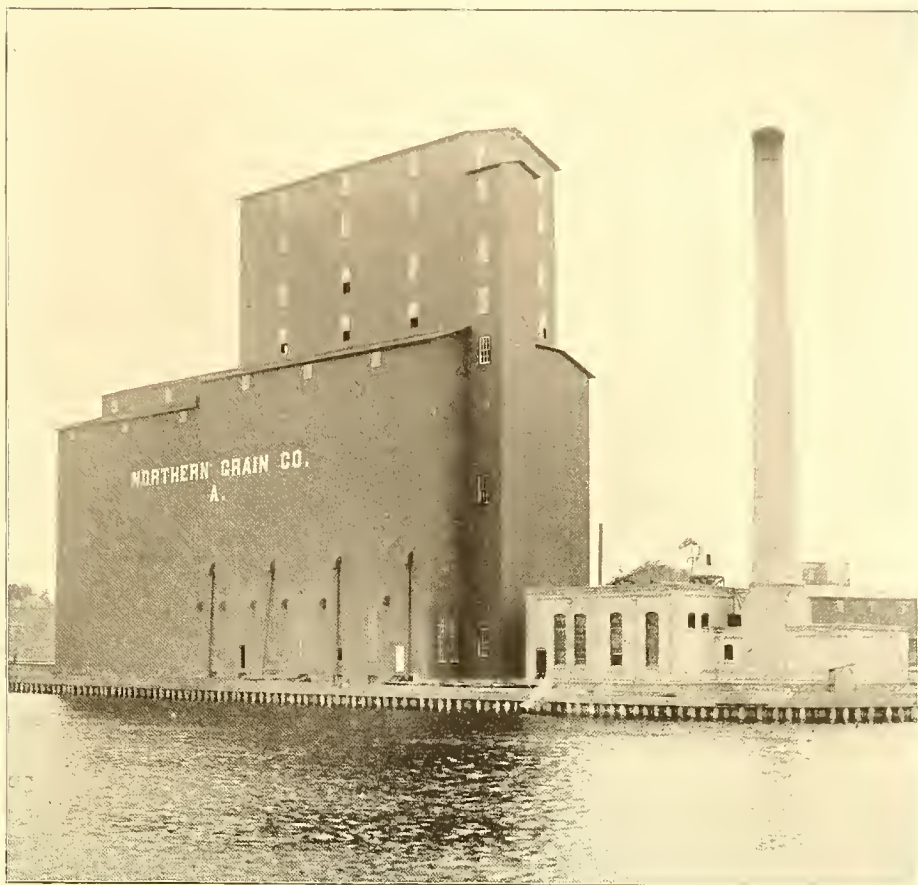
HOSPITAL FOR THE INSANE AT MANITOWOC. — C. H. TEGEN, ARCHITECT.



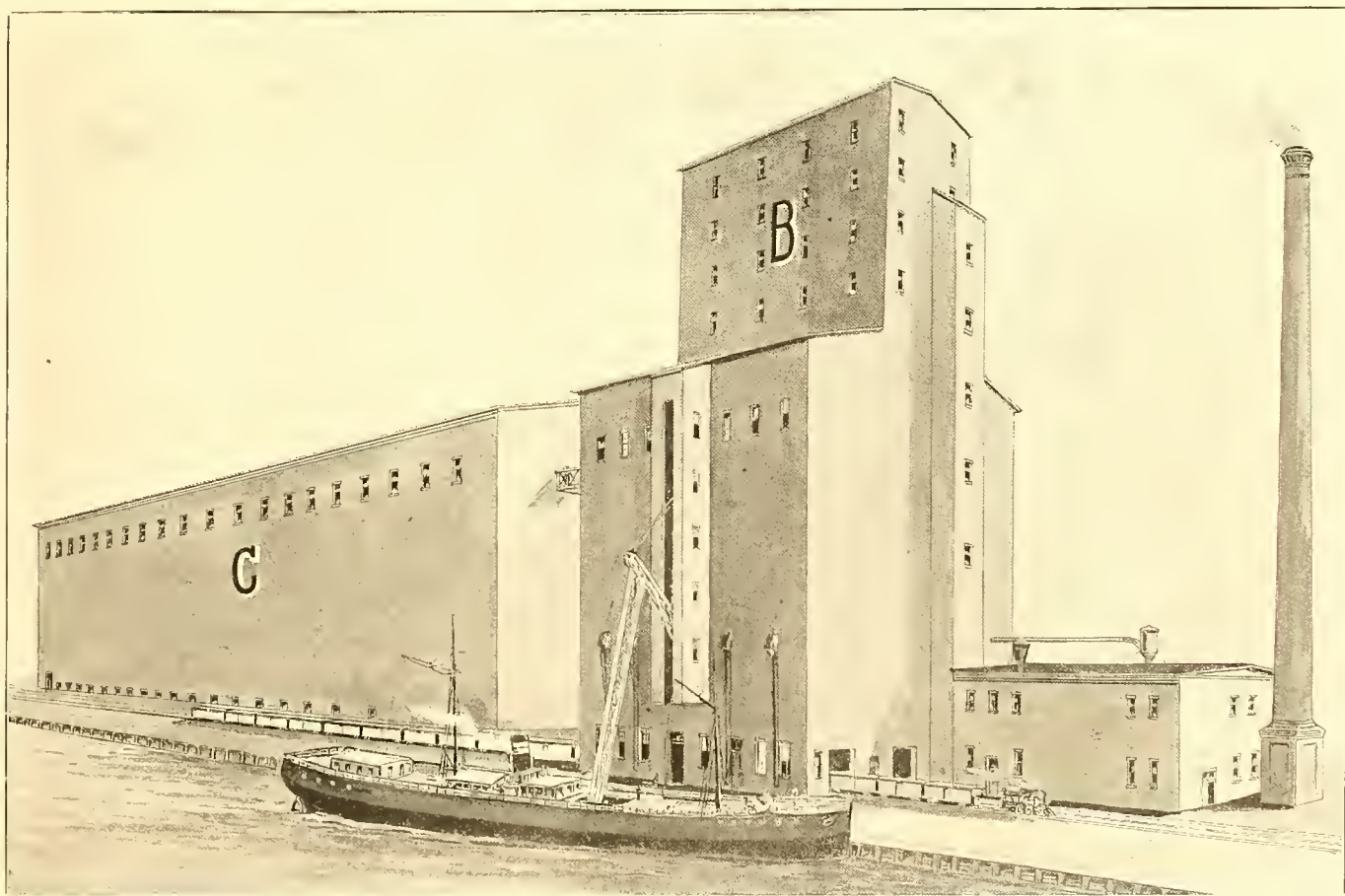
dustry was started in the year 1869, since which time one hundred to three hundred families have been maintained by work obtained here, therefore the people of this city have a very high regard for this particular enterprise. In addition to building new vessels, the firm does docking and all sorts of marine repairing. The dock is 340 feet long, 44 feet wide at gate, 12 feet deep on sill, and will admit vessels of 2,000 tons. They also have a set of boxes capable of lifting vessels of 350 tons, and carry a large stock of spars and repairs. This industry is one of great magnitude and has been of immense benefit to the merchants and people of Manitowoc generally.

#### Northern Grain Company.

Among Manitowoc's big enterprises the Northern Grain Company occupies a conspicuous place. The great elevator, erected something over a year ago, with a capacity of 800,000 bushels, has been found inadequate to meet the demands, and is being augmented by the addition of two new houses of 750,000 bushels capacity each. These elevators have a working capacity to



NORTHERN GRAIN COMPANY, ELEVATOR "A."



NORTHERN GRAIN COMPANY, ELEVATORS "B" AND "C."



unload, clean and put in first-class merchantable condition, 250 cars a day, and a loading capacity into boats of 100,000 bushels per hour. They are of the latest models of construction.

The company originate and handle from fifteen to twenty-five million bushels of grain per year. This big business is transacted through 160 country elevators, located on the North-Western and Wisconsin Central lines in six Western States.

The company is represented on the Atlantic seaboard at New York and Boston, and in Europe at London, Liverpool and Antwerp.

#### Manitowoc Steam Boiler Works.

The manufacture of marine boilers is one of the leading and most important industries of the City of Manitowoc. Many of the steam vessels on Lake Michigan and the other lakes have been equipped with boilers from these works. The firm makes a specialty of heavy work, fitting up the largest vessels sailing in these waters. The business was founded by Mr. William J. Hess, a practical boilermaker of twenty-five years' experience, and one of the most skillful in the country. The Hess boiler is a synonym for excellence, built upon

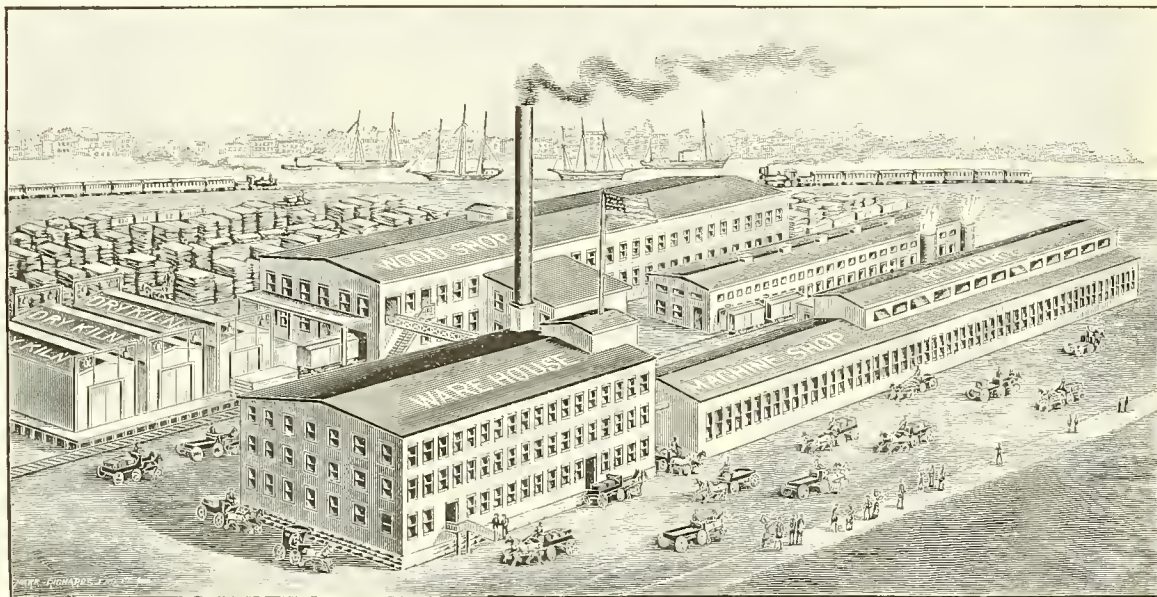
honor, and those who know most about it are loudest in its praise. The large plant covers a block of ground, and employs fifty men in the various departments. While the firm makes a specialty of marine work, they also manufacture pulp digesters for paper mills, on which they have a large trade.



RESIDENCE OF JOSEPH VILAS.

#### A Big Seating Factory.

**MANITOWOC SEATING COMPANY.**—This big establishment is engaged in the manufacture of church and school furniture, opera chairs and settees. It is purely a local enterprise, being owned and operated entirely by Manitowoc capital.



MANITOWOC SEATING COMPANY.



## A GREAT MALTING INDUSTRY.

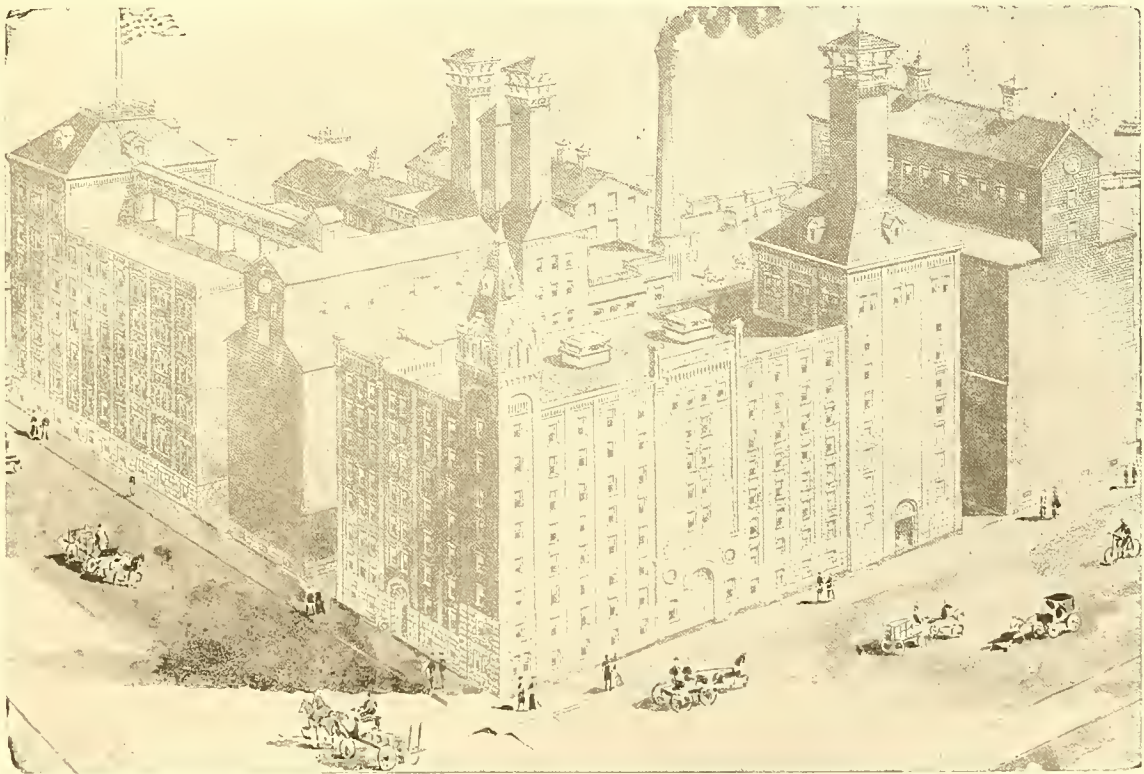
THE WILLIAM RAHR SONS' COMPANY.—The malt manufactured by this firm has long had a high reputation and a large demand among brewers in the United States. Since the opening of the new freight route by means of the car-ferry line across the lake, however, the demands for this excellent product have shown a large and gratifying increase. The barley grown in this section of Wisconsin is acknowledged by experts to be the finest malt-producing grain grown anywhere. Besides having the best grain in the world as a starter, the scientific method of handling would insure a good article of malt from more or less ordinary stock. Each member of the firm is an expert maltster, with a lifelong experience in preparing and handling this delicate product. The business was established in 1847 and incorporated in 1893. The officers of the corporation are: William Rahr, president; Maximilian Rahr, vice-president, and Reinhardt Rahr, secretary

and treasurer. The capacity of the house is about 600,000 bushels per year. The elevator storage capacity of the different elevators is about 300,000 bushels. The malthouse is connected by sidetracks with the Chicago & North-Western Railway and Wisconsin Central Railway, which, with the car-ferry line operating across the lake, gives the establishment practical railroad connections with every line in the United States. In the matter of freight rates and quick despatch, the William Rahr Sons' Company are in position to give the best service of any malting establishment in Wisconsin. The firm shipped in April of this year an order for 300,000 bushels of malt to the Anheuser-Busch Brewing Association at St. Louis. This great shipment went forward in special solid double-header trains of forty cars each over the North-Western Line. This order is believed to be the largest single order for malt ever placed by one concern

with one concern; and considering the high standard of excellence maintained by the great St. Louis brewers for their product, this order by them may be fairly considered as the highest possible tribute of a consumer to the quality of the malt manufactured by the William Rahr Sons' Company.

### Kneipp Malt Food Co.

The deleterious effects of coffee have long been recognized by the medical profession as among the causes of many of the nervous troubles incident to modern life. The best substitute ever discovered to take the place of this great beverage of the people is Kneipp's Malt Coffee. It is so nearly like coffee in taste that the most confirmed coffee drinker takes to it at once, and finds in a brief time that his nervous system is restored to its normal condition. The Manitowoc factory sells a million and a quarter of pounds per year. Free samples sent on application.



PLANT OF THE WILLIAM RAHR SONS' COMPANY, MALTSTERS.

## A FAMOUS PEA CANNING INDUSTRY.

A. LANDRETH COMPANY'S GREAT PEA CANNING INDUSTRY.—Since the establishment of this big business in 1890, the Albert Landreth Company have set a very rapid pace for the pea factories of the United States. This firm sustains the reputation which has been well earned by close study and attention to the details of the business of putting up the very finest product in the way of canned peas turned out anywhere in the world. While the soil and climate surrounding Manitowoc are particularly favorable to the production of this delight of the epicure, still the wonderful success of the firm has been brought about by original and peculiar methods of handling. In order to obtain the very choicest grades of peas, the company rents the land, plants and picks the crop, which makes it entirely the master of the situation.

Climate has much to do with the proper maturity of this vegetable, but after it has matured much skill is required to properly preserve it, so that the flavor may be retained. The packers of the Lakeside peas have adhered

to their original plan of putting up nothing but the finest quality of canned peas. Their maxim has been, "From the vine to the can in the shortest possible time." They have always said: "Let us have quality rather than quantity."

In renting the land used in growing the crop, this company has a great advantage. If peas were purchased from the farmer he would insist on their maturing, so as to get large, crowded pods, and it would matter little to him if they were tough, provided he could increase the number of bushels. This is where this company sacrifices quantity for quality. By renting the land, as they do, and having such a great force of pickers, they are enabled to harvest the crop at just the right time.

The company has not purchased a single bushel of peas in the green state since they have started in business. They have grown them all.

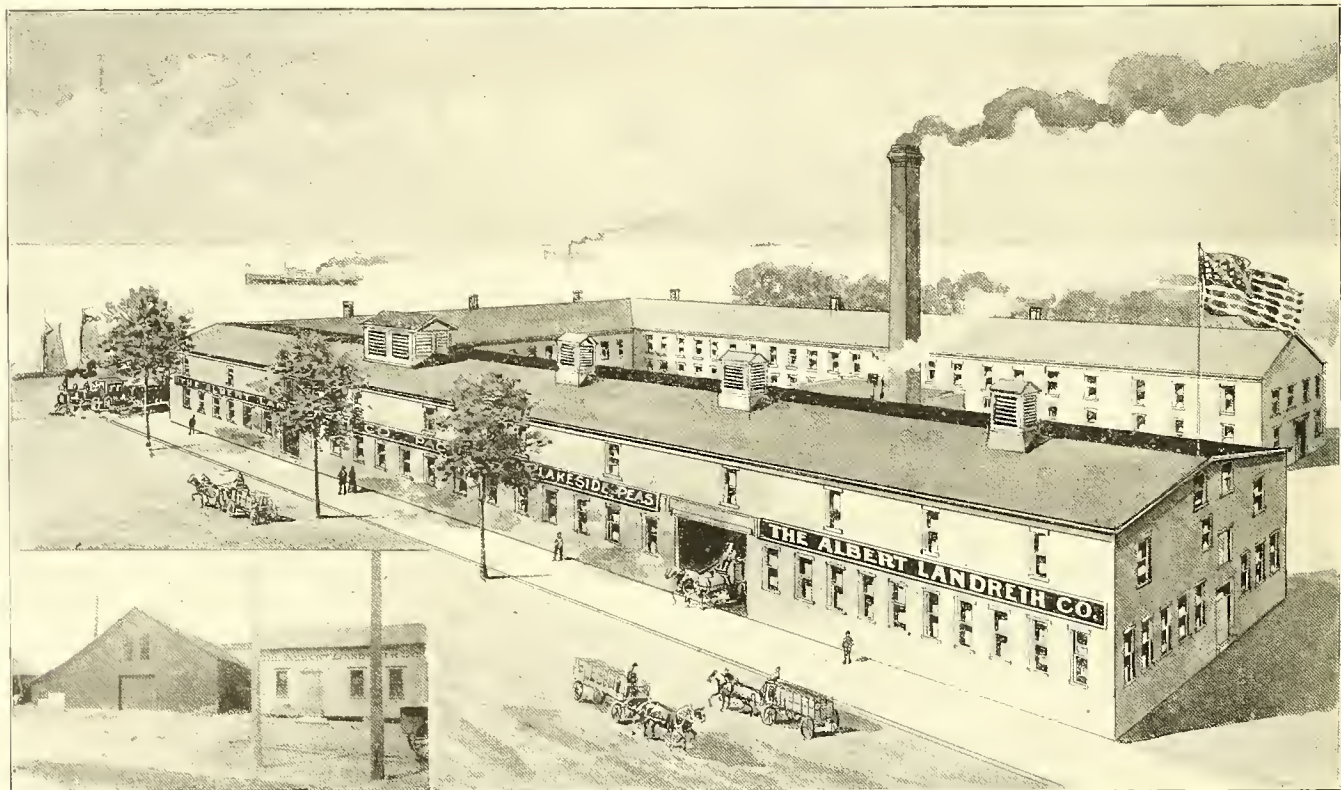
This insures the public a uniform quality. Every can with a Lakeside label on it has a guarantee.

The company point with pride to

their large number of special customers from the very best people living in distant towns in the West, who send to them for their supplies, even at a large special expense for transportation.

The Albert Landreth Company are leaders in their line of work, and, as is always the case where success is great, they have imitators who claim a product "equal to Manitowoc." This is the highest praise the company could receive, and proves that their goods have become the "Standard of Excellence." The peas pass through the various processes, and the result is a product stored in millions of their "Lakeside gold-labeled cans," ready for the table, as natural and delicious as from the crisp, dew-laden, freshly picked pods from the garden.

This great industry has grown to its present immense proportions through the indomitable will and energy of its proprietor. This method of preserving this luscious vegetable is original with Albert Landreth, whose experiments and lifelong study has brought it to its present state of perfection.



PLANT OF THE ALBERT LANDRETH COMPANY, AT MANITOWOC.



## ABOUT "SMALLEY GOODS."

THE SMALLEY MANUFACTURING COMPANY, whose plant we show herewith, claim to be the largest manufacturers of ensilage and fodder-cutting machinery in the world. Their products are marketed in every stockraising and dairy section of the United States and Canada, and are renowned for unusual merit wherever introduced. Their business was established by the present head of the company in 1857, and has grown until they are justified in making the following announcement to their friends, which they make in a recent edition of their catalogue :

No more complete or convenient plant for manufacturing is to be found in the West than that owned by our company. Ample foundry room, with a daily capacity of 10,000 pounds of finished castings ; extensive machine shops, supplied with all improved and labor-saving machines, together with well-equipped woodworking rooms and commodious warerooms, enable us to manufacture first-class goods at very reasonable cost; and while we neither aim nor intend to compete with shoddy or poorly constructed implements, we know that our products will gain favor wherever introduced. We believe the average American farmer is sufficiently intelligent to detect real

merit when he sees it, and knowing the excellence of the products, we have no fear but "Smalley goods" will always secure their share of farmers' patronage.

Very respectfully,

SMALLEY MANUFACTURING CO.

Smalley goods include: Ensilage and fodder cutters, root cutters and vegetable slicers, farm feed mills and ear-corn grinders, corn shellers, champion plows, sweep and tread horse powers, 2, 4 and 6 horse farm engines, drag and circular saw machines and bolting mills.

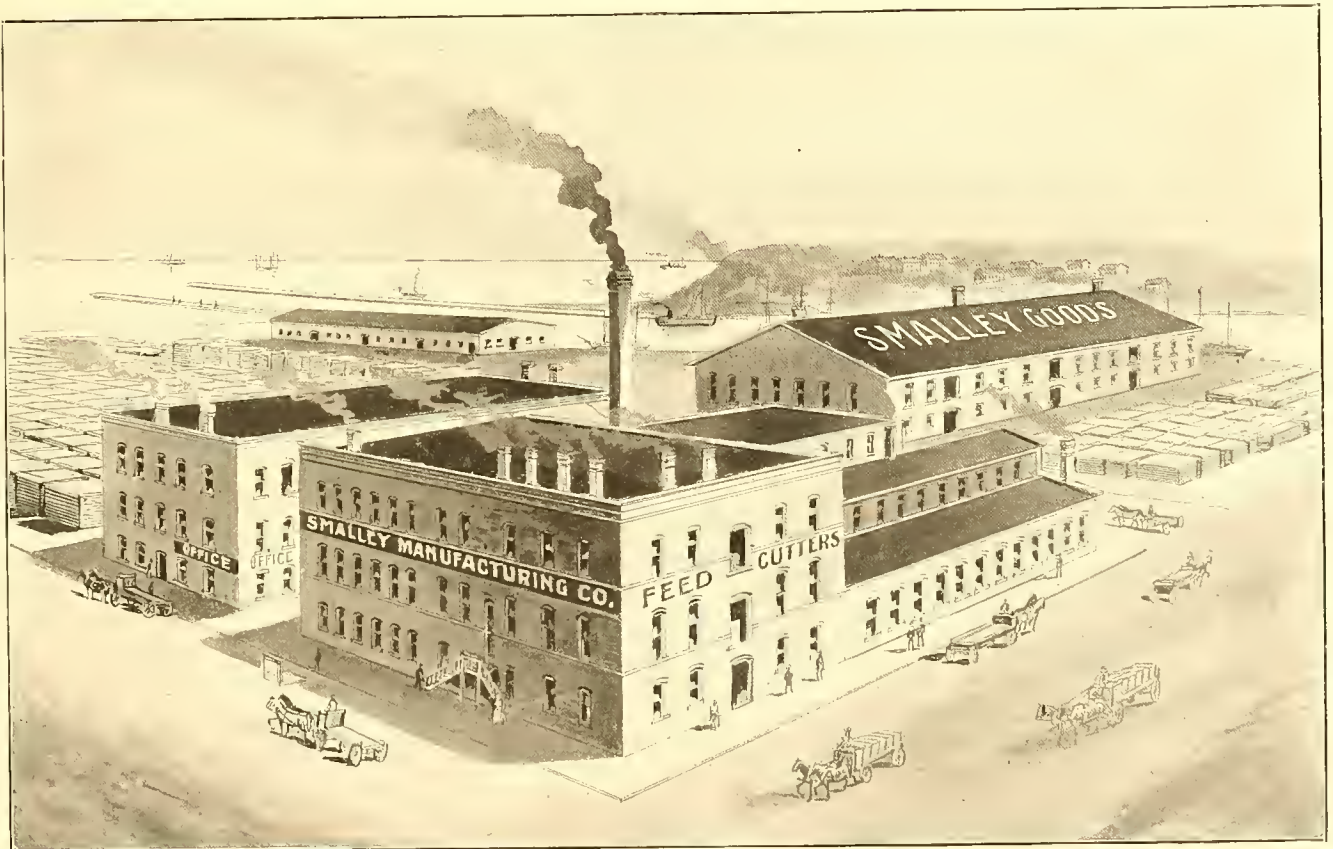
The picture shown herewith is that of Mr. Edmund Jewett Smalley, president of the Smalley Manufacturing Company, cut of whose plant appears on this same page. Mr. Smalley was born at Riga, Monroe County, New York, on July 6, 1817. He established his present business in 1857, and has developed it from a small concern into one whose products are known in every part of the United States and Canada.

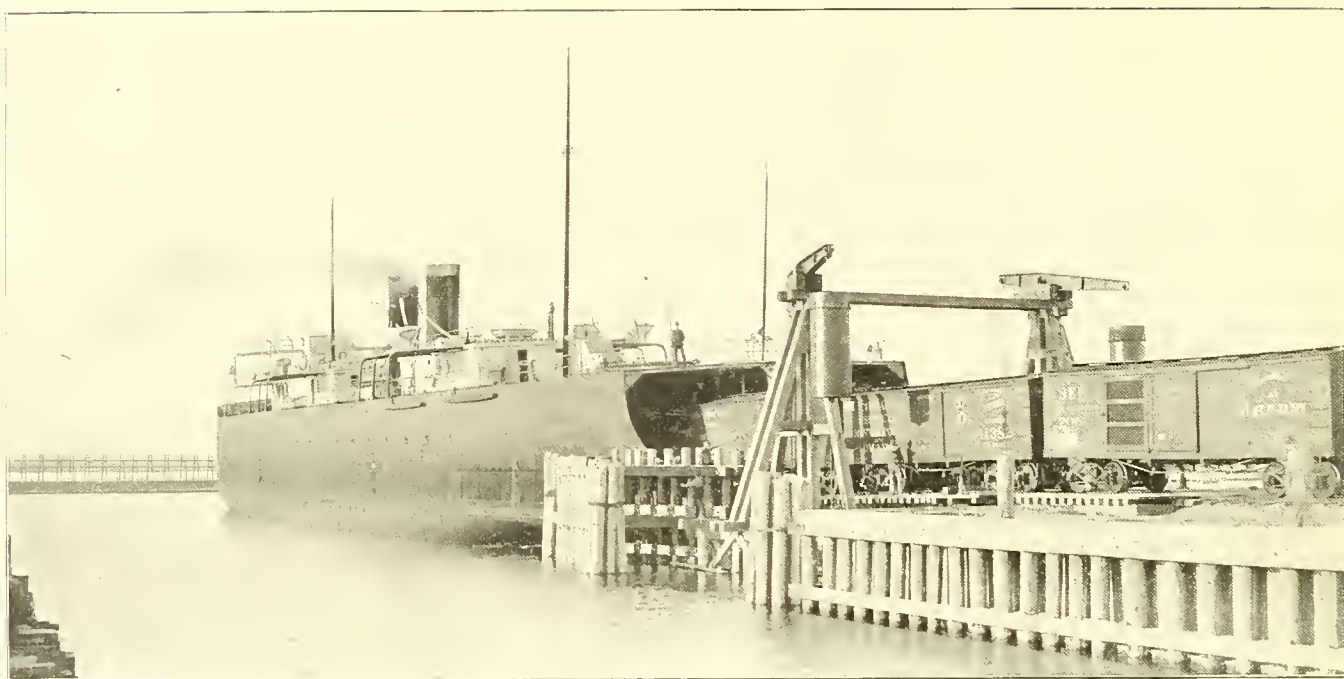
He is still actively connected with the company as its president, and though eighty-one years of age is hale and hearty and can talk "Smalley feed



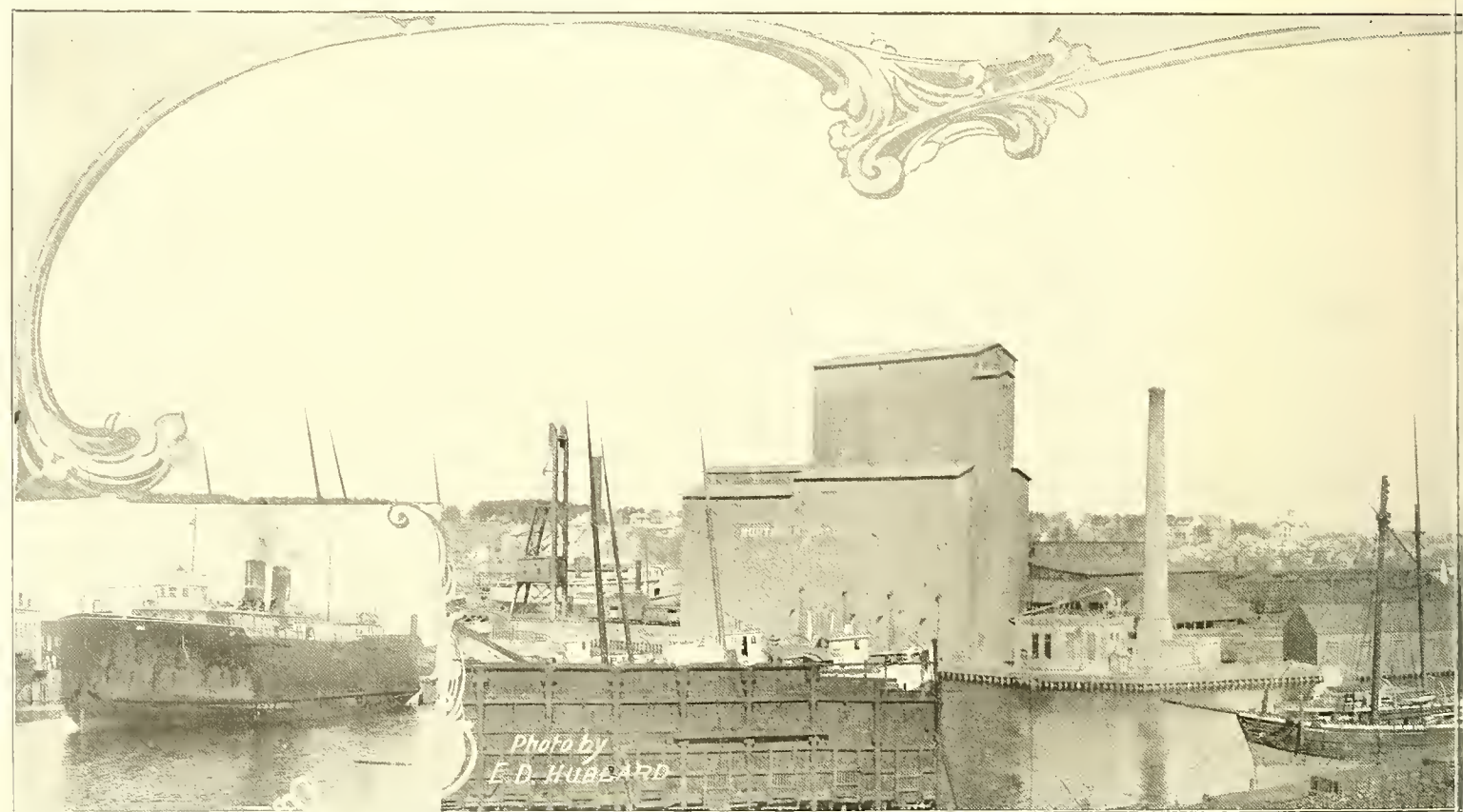
EDMUND JEWETT SMALLEY.

cutters" or the merits of "ensilage and dry fodder cutting" with as much vigor as ever. He is a splendid example of what a good constitution, backed up by a life of excellent habits, can do toward making one's old age a happy one. His associates in business not only hope but think they are safe in predicting that he has many years of business usefulness still in store for him.





THE PERE MARQUETTE LOADING CARS AT THE CHICAGO & NORTH-WESTERN RAILWAY CAR FERRY SLIP AT MANITOWOC.



PANORAMIC VIEW SHOWING PART OF THE RIVER, HARBOR, RAILWAY CAR FERRY SLIP AT MANITOWOC.





VIEW OF MANITOWOC RIVER, SHOWING PART OF CHICAGO & NORTH-WESTERN RAILWAY DOCKS AND FLOUR HOUSE.



RAILROAD AND SHIPPING INTERESTS AT MANITOWOC, WISCONSIN.

### A Wholesale Liquor House.

**F. SIXTA & SONS.**—This was one of the first houses in Northern Wisconsin to engage in the liquor business and it has become widely known as a reliable source of supply. It was started in a small way in 1867 by Mr. F. Sixta, and the present copartnership was formed in 1892, by the admission of his sons Frank M., Edward W. and E. C. Sixta, all young men of merit and tried experience in the business—in fact, they were raised in the business. The house carries a large stock, selected with rare good judgment, embracing all the choicest brands of wines, brandies, gins, rums, etc., from the most celebrated distilleries.

The firm handles the famous Kelly Island, Ohio, wines, and wines from California, making a specialty of fine Kentucky and Eastern rye whiskies. The trade extends throughout Wisconsin, with shipments to neighboring States. The Anti-Cholera Stomach Bitters which this house has manufactured for the past twenty-five years, has obtained a wide reputation and an enormous sale throughout the United States. It is particularly noted for its unfailing qualities as a stomach strengthener,

blood purifier and nerve tonic. This business is managed with excellent judgment and intelligence, and the firm guard the splendid reputation of the house with great care. The premises comprise a two-story brick building, 25 by 85 feet in size, and the trade comes from this and tributary points.

**C. A. HUCHTHAUSEN**, Agent North-Western Line.—Mr. Huchthausen has had a varied and active experience in railroad work, extending over more than a quarter of a century. He began his railroad career with the North-Western road in 1871, and has been everything from freight handler to sta-

tion agent. In 1882 he accepted a position with the Lake Shore line, retaining same until it was absorbed and became the Ashland Division of the C. & N.-W. R'y some four or five years ago. He has an enormous capacity for work, which gives eminent satisfaction to the company and the public.

HEADLIGHT desires to acknowledge indebtedness to the *Timberman* for much of the information contained in its article on the F. & P. M. R. R., in this issue. The *Timberman* is the largest and most successful journal devoted to the lumbering interests published in America.



WISCONSIN CENTRAL FLOUR HOUSE AT MANITOWOC.



VIEWS OF THE WHOLESALE LIQUOR HOUSE OF F. SIXTA & SONS.



**The City Government.**

The municipal affairs of the city are honestly and economically administered. Taxes are low, and in all public enterprises the people's interests have the first consideration. The city government is in the hands of a mayor and board of fourteen aldermen.



THOS. E. TORRISON, MAYOR.

THOMAS E. TORRISON, Mayor, was born in Manitowoc in the year 1855. He was educated in the common schools of his native town, supplemented by six years at Luther College, Decorah, Iowa, where he was graduated in 1876. He has been active in the management of the big business of O. Torrison & Company for the past twenty-one years. The estimation in which he is held by his fellow-citizens is attested by the fact that he has been four times honored as

mayor of Manitowoc. He is a clear-headed, conservative business man, and his wise direction of municipal affairs is no less marked than the success attained by the big house in commercial affairs, of which he is the nominal head. The broadening of Manitowoc's commercial horizon, which has received a great impetus by the opening of the car-ferry lines across the lake, will not be obscured so long as he shall remain at the helm of the municipal ship. Mr. Torrison also serves the city as a member of the Board of Education, and is the president and a director in the Manitowoc Seating Company.

GEORGE B. BURGER represents the city from the first ward. He is the senior partner in the shipbuilding industry of Burger & Burger.

CARL HANSON, alderman from the first ward, is serving his first term. He is a valuable member of the community and a faithful and efficient public officer.

ROBERT E. HEMPTON has been re-appointed to serve the second ward in the city council. He is one of Manitowoc's successful business men and a thoroughly popular official.

H. D. SMAILEY is serving his first term, representing the second ward. He is a son of E. J. Smalley, president of the Smalley Manufacturing Company, and is himself interested in that great industry.

G. LEVENHAGEN, member of the city council from the third ward, is



THE COURTHOUSE.

another of Manitowoc's highly respected citizens. His influence in the council is always put forth for the best interests of the city.

NELS N. WININGSTED was elected to the council this spring as a representative of the fourth ward and fills his chair to the entire satisfaction of his constituents.

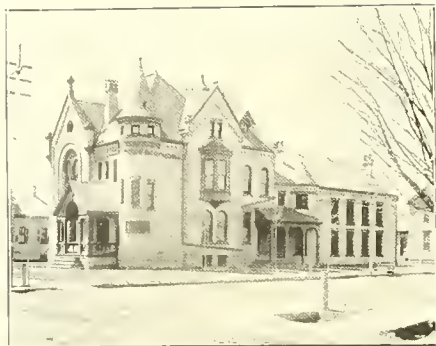
M. C. KLEMAN is a member of the city council from the fifth ward. His reelection to the office this spring is proof that his past services in that body were appreciated.

GUSTAV MUELLER represents the seventh ward in the council. He is secretary and treasurer of the big

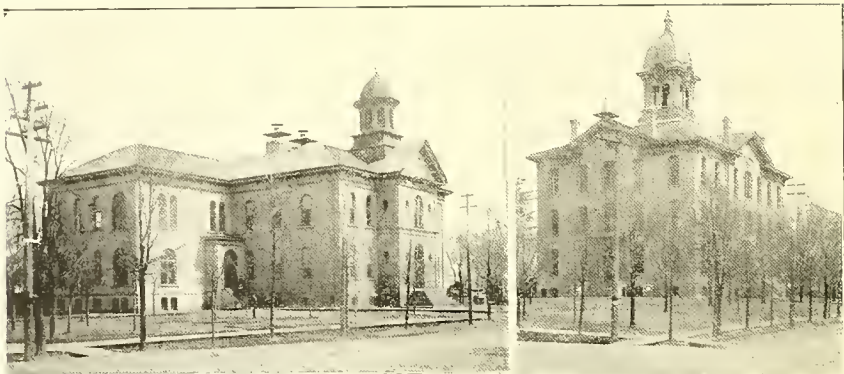


GROUP OF COUNTY OFFICIALS.





COUNTY JAIL.



PUBLIC SCHOOLS.

Schreihart Brewing Company. This genial whole-souled gentleman is a general favorite with all classes of people in the community.

AUGUST WILLERT represents the city from the fifth ward, and gives the same attention to his public duties that he devotes to his private affairs.

JOHN F. DUMKE, alderman from the sixth ward, is an old resident of Manitowoc. He has been engaged for many years in the retail shoe business and is an efficient and highly respected public officer.

FRANK BLESCH, a member of the city council from the sixth ward, is serving his first term. He has a high standing in the community as a business man and a citizen.

IGNATZ NAIDY, also serves in the city council, representing the seventh ward with credit and honor to himself and the city.

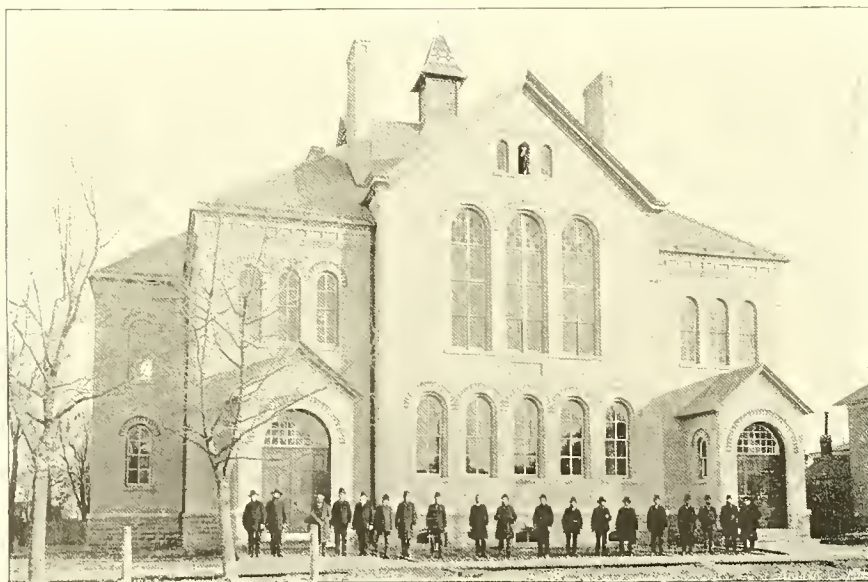
THE FIRST GERMAN EV. LUTHERAN CHURCH.—This is one of the largest religious institutions of Manitowoc.

The efforts of Mr. K. Machmiller, the pastor, are fruitful of much good.

#### The Holy Family Convent

The growth and development of this community of Franciscan sisters illustrates in a most forcible way what may be accomplished when persons or individuals are inspired by a high purpose. The community was founded in 1869, when four young women received the Franciscan habit from the hands of the late lamented Rev. J. Fessler. Although the order has suffered in the past for lack of funds, and once their hopes were blasted by a flash of lightning which destroyed their beautiful home, they zealously toiled with strong faith until they became one of the greatest factors for doing good in the State. The situation of the convent, in the country, four miles from Manitowoc, overlooking Silver Lake, is most beautiful. Here amid the quietude and peace of rural life three hun-

dred sisters are prepared for teachers and other religious work. The sisters are now erecting a splendid hospital in Manitowoc at a cost of over \$40,000. The hospital will be open to all, and the poor unfortunate without money will receive as skillful treatment and care as the millionaire. Pictures of these institutions appear on page 29.



EVANGELICAL LUTHERAN SCHOOL.



FIRST GERMAN EVANGELICAL LUTHERAN CHURCH.



ST. BONIFACE PARISH; Rev. William J. Peil, Rector, Rev. Albert J. Mueller, Assistant Rector.—Rev. Father Peil was born in Racine, Wisconsin, in the year 1849. His youthful education was gained at parochial and private schools in his native town, which was supplemented by a course of several years at St. Francis' Seminary, in this State. He was ordained a priest August 6, 1872, and served as assistant for some time at St. Joseph's, Milwaukee, and from there transferred to Caledonia, St. Louis Parish. He came to Manitowoc in May, 1881. Our picture will show St. Boniface Church, school and residence as it is today, all of which is the result of Father Peil's loving and energetic labors. Four hundred and ten families are regular communicants of his parish. The school is in charge of the Sisters of St. Francis, Alverno. Father Mueller was born in Barton, Washington county, this State. He was educated at St. Francis, and ordained a priest in 1897. He is serving his first charge as assistant rector of St. Boniface Parish.



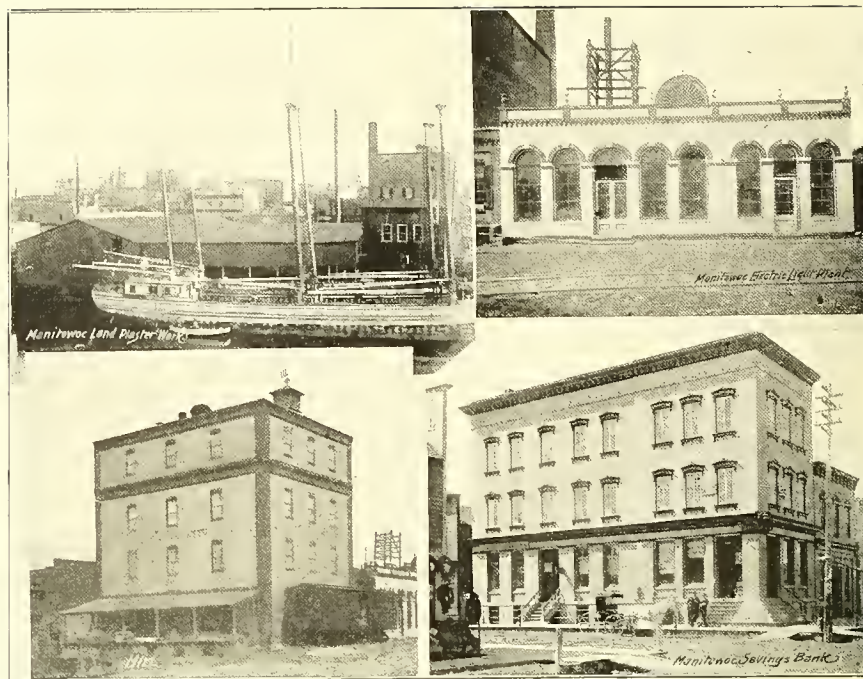
ST. BONIFACE CHURCH, SCHOOL AND RESIDENCE.



NEWSPAPERS OF MANITOWOC.



**JOHN SCHUETTE.**—One of the pioneer business men of Manitowoc is the above-named gentleman. The interests of John Schuette embrace milling, manufacturing, banking, etc. He is proprietor of the Oriental Mills, which have a capacity of 300 barrels per day, and president of the Manitowoc Savings Bank, which has a capital of \$100,000. He is also president of the Manitowoc Electric Light Company, which was incorporated in 1889. It now has in service 5,000 lights, for which power is furnished by eight dynamos. It is one of the model plants of the State, and receives a generous support from the citizens of Manitowoc. Mr. Schuette's revenues are further augmented by the Manitowoc Land Plaster Works, of which he is proprietor. About 2,000 tons of fertilizer are produced and sold every year. The accompanying picture is a representation of Mr. Schuette's interests.



BANK AND OTHER INTERESTS OF JOHN SCHUETTE.

**THE NATIONAL BANK.**—Among the banking institutions of the State the National Bank of this city deserves a place in the front rank. It was organized in May, 1894, with a capital stock of \$100,000. The bank building is illustrated in this issue. It is a model of completeness and an architectural ornament to the North Side. The interior is handsomely and tastefully furnished and all modern bank devices are in use. The official staff and directory is composed of the following gentlemen: L. D. Moses, president; Leander Choate, of Oshkosh, vice-president; Clarence Hill, cashier.

**C. A. GROFFMAN, Druggist.**—Mr. Groffman brings to bear in the conduct of this business a long practical experience which now extends back some twelve years. His stock is complete in every respect, comprising everything in the line of drugs and medicines, proprietary remedies, also toilet articles and perfumery in great abundance. His trade is a permanent one, and in the matter of physicians' prescriptions the greatest care is given to their accurate compounding. Mr. Groffman has now been established about four years and has developed a business interest alike successful and creditable. He is a native of Manitowoc and a leading member of the K. of P.

**MANITOWOC MUSIC COMPANY** is under the management of Mr. C. H. Paulus, who is an old-time and highly respected resident of Manitowoc. The store is filled with all sorts of instruments and other delights of musicians.

**MR. J. W. BEATSON**, connected with **HEADLIGHT** for the past four years, withdraws on the publication of this issue, his own publications demanding a larger share of his attention. **HEADLIGHT** wishes him continued success.



THE NATIONAL BANK.



THE WILLIAMS is the leading first-class hotel in Manitowoc, and is under the management of a veteran hotel man, Mr. G. A. Alexander. It has recently been completely remodeled and refurnished, and is as neat and comfortable as any house in the State. It is heated throughout with steam. Electric lights and bells are among the modern accessories to comfort. The bar in connection is stocked with choice wines and liquors, imported and domestic cigars. Mr. Alexander brings to his aid in the management of the Williams an experience in hotel work of many years. For four years he was at the head of the well and favorably known Bardon, at Hurley, Wisconsin, which has always had a high place in the estimation of the traveling public.

JOHN N. HOVER conducts the barber shop and bathrooms in the basement of the Williams House. This establishment is equipped with all the modern accessories to give its customers the highest class of service in this line.

O. TORRISON & COMPANY.—This is an offspring of one of the oldest mercantile establishments of the Northwest. The business was founded in 1849 by the late O. Torrison, and grew to immense proportions under his masterful direction. On Mr. Torrison's death, in 1892, control of the property passed to the Estate of O. Torrison, and the direction of the

various enterprises is in the competent hands of sons of the founder. Steps are now being taken to incorporate it as a stock company, under the laws of the State, with the above name. The accompanying picture is a representation of the big house, which is completely filled with a well-assorted stock of dry goods, millinery, clothing, carpets, curtains, shoes, crockery, groceries, etc. The firm also deals in grain and farm produce of all kinds. Their

trade, wholesale and retail, extends throughout Manitowoc and adjoining counties.

EDW. S. BAER & Co., Bicycles, the leading bicycle establishment of Manitowoc. In addition to being agents for the Sterling and other high-grade wheels, the firm manufacture a good wheel and conduct an extensive repairing and enameling business. Mr. Baer is an expert wheelman and a high-class bicycle machinist.



THE WILLIAMS, G. A. ALEXANDER, PROPRIETOR.



THE TORRISON BLOCK.



MANITOWOC is an unusually healthy city, and remarkably free from epidemics of all kinds. The medical services requisite to the community are in the hands of thoroughly competent physicians and surgeons, representing the various schools of medicine. HEADLIGHT presents herewith a group of representative Manitowoc physicians. These gentlemen are graduates of the best colleges, have all been eminently successful in their profession, and in most cases have had many years of practical experience in the treatment of diseases.

WILLIAM J. RAEUBER, Architect.—No better index to the rapid advancement of public taste during the last generation could be found than in the revolution of its architectural styles. While the older residences of Manitowoc display in many cases the same unfortunate lack of taste that is in evidence through all parts of the country, the newer homes that are springing up so rapidly are almost invariably models of good taste and architectural beauty. We print herewith a group of modern Manitowoc homes designed by Mr. Raeuber, who, although a comparatively recent comer, has already erected dwellings in all parts of the city.

The residences of Dr. Henry, Judge Craite, and many other costly and

beautiful homes which have been recently finished, are the work of this gentleman. Through association with a civil engineer, Mr. Raeuber is prepared to undertake any class of heavy construction, as well as heating and

ventilating of public and private buildings.

**HEADLIGHT!** Extra copies can be ordered from Mr. Charles F. Fechter, who is the local agent for the Manitowoc edition.



A GROUP OF PROMINENT PHYSICIANS.







**PLUMB & NELSON COMPANY,** Wholesale Grocers.—This business began in a rather small way in 1874, and has grown to rank among the leading wholesale grocery establishments of the State. The company was incorporated under the laws of Wisconsin in 1888, with \$100,000 capital. The success of the company is due in a great measure to the splendid shipping advantages of Manitowoc, since heavy goods, comprising grocers' stocks, are delivered at the company's docks at lake rates of freight. The company enjoys a large trade throughout a big section of the Northwest, which shows a very flattering increase from year to year. The territory is covered by a force of traveling salesmen.

**FRANZ & SCHMITZ.**—This firm is engaged in the real estate, loan and insurance business, and ranks among the leading establishments of this character in the City of Manitowoc. The

business was established in 1877 by Mr. John Franz, and after some changes in the succeeding years, became as at present in July, 1896. They are also agents for several steamship lines, among which are the Hamburg-Amer-



J. FRANZ.

L. A. SCHMITZ.

ican Packet Company, North German Lloyd, Star Line, Rotterdam and Amsterdam. Both of these gentlemen are lifelong residents of the city, and have always been held in the highest esteem by their neighbors and the public in general.



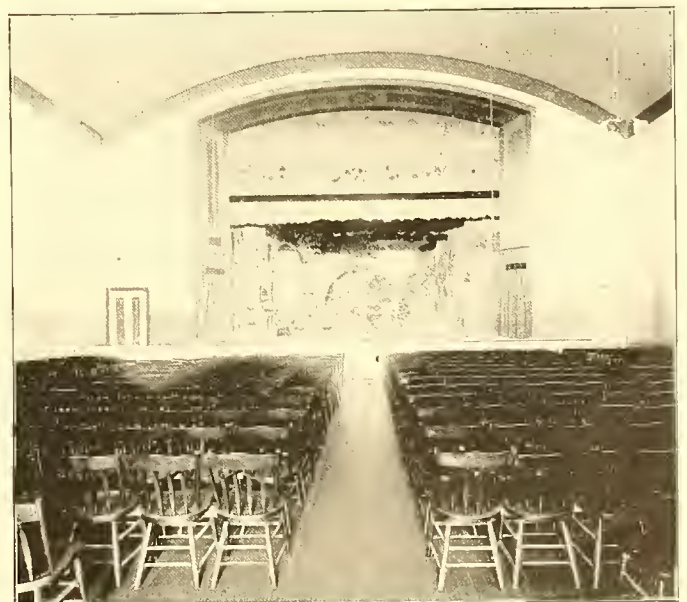
SOME MEMBERS OF THE MANITOWOC BAR.

**THE OPERA HOUSE.**—HEADLIGHT prints an interior and exterior view of this fine theater. The house has a seating capacity of 800, with a stage 32 by 56 feet. It is the only theater in Manitowoc, heated by a furnace and lighted by electricity. The house is in every way equipped and prepared to handle first-class attractions. Managers contemplating tours through this section of the State will do well to address Mr. Stephan Kranik, manager, for open time.

The Manitowoc bar, a group of the representatives of which is printed herewith, includes among its members men of wide reputation and high standing in the community. Hon. Emil Baensch is the State's lieutenant-governor. Messrs. L. J. and E. G. Nash constitute the well-known firm of Nash & Nash. Robert and Herbert Mark-



THE OPERA HOUSE.



INTERIOR OPERA HOUSE.



## HEADLIGHT.

ham are sons of John D. Markham, one of Manitowoc's oldest lawyers, and have succeeded to the business. Mr. E. J. Onstad is one of the rising young attorneys of the city. Mr. E. L. Kelly is a partner in the firm of Schenian & Kelly. Mr. Schenian's portrait will be found in the group of county officers.

JOHN D. MARKHAM has spent forty-two years in the practice of law in Manitowoc, still sitting at the same desk built for him by a local carpenter when Manitowoc was young. But Mr. Markham loves old associations, and delights to talk about old times. He has met and known intimately famous men galore in his different sojourns at Washington in the interests of Manitowoc harbor, and attendance upon the Supreme Court, of which he can entertain the visitor with many an interesting story. Mr. Markham has a remarkable memory for facts and dates, and his fund of political and historical knowledge is prodigious.

C. A. GIELOW, City Treasurer.—Although a Democrat, he was elected to this important office in a strong Republican community, on an independent ticket, without opposition.

C. H. TEGEN, ARCHITECT.—Most of the new public institutions of Manitowoc, which are models of refined



C. LIEBENOW &amp; SON, JEWELERS.

architectural taste, and the pride of the city, are the originations of Mr. Tegen. He is a thorough student in his line, giving his work most profound thought and care. His success is demonstrated in the erection of many beautiful buildings, especially in the elegant edifice of the Manitowoc Insane Hospital, illustrated on another page. He also built the new county jail, a model of modern jail architecture. Mr. Tegen has erected many school buildings at various places, and the Racine County Asylum, built by him, has been the means of sending his fame as an architect throughout the State. He takes particular pride in planning residences, and the beautiful home of Mr. Charles Spindler, which is pictured here, is a fine specimen of his work.

C. LIEBENOW & SON, Watches, Clocks and Jewelry.—The accompanying pictures are interior views of this beautiful store. The firm carries a large stock of watches, clocks, jewelry, silverware, optical goods, and everything usually found in a first-class house of this character. They are agents for all kinds and grades of standard watches—Elgin, Waltham, Hampton, and other first-class watches. Mr. Liebenow has a large trade, which is the result of many years' effort.

G. G. SEDGWICK, City Attorney, is also a member of the Board of Public Works. Mr. Sedgwick is chairman of the North Side School Board, and is interested in State and National politics. He was a delegate to the Republican National Convention in 1896.

Residence of  
HAS SPINDLER  
MANITOWOC

C. H. TEGEN







RESIDENCE OF L. J. NASH.

WILLIAM RATHSACK & SON conduct one of the largest and most prosperous hardware establishments in the city. They carry a full and complete stock of everything usually found in a first-class house of this character. Their business has been a success from its establishment some five years ago — so much so, in fact, that they have been compelled to increase their storeroom capacity, and now occupy a building 30 by 52 feet, with annex 28 by 30 feet. In connection with their general hardware business they conduct quite an extensive job and manufacturing department, in which some twelve people find employment. The firm is composed of William, Louis, and William, Jr., who stand high among the progressive and energetic business men of Manitowoc. The success of this business is the logical outcome of fair dealing and honorable methods.

#### The Water Supply of Manitowoc.

One of the greatest boons to a city, for the maintenance of the public health, to insure cleanliness and freedom from epidemics, and for efficient protection against fire, is an abundant and pure supply of water. Manitowoc is especially blessed in this respect. The source of supply is Lake Michigan. The lake water is filtered by a natural process through a wide strip of sand before reaching the point of distribution.

THE handsome residence of Mr. F. A. Miller, which we present on this page, is a fair example of a modern Manitowoc home. Mr. Miller is head bookkeeper in the employ of the immense establishment of William Rahr's Sons, and is a popular young man with a wide circle of friends.

WE also print a picture of the residence of Mr. L. J. Nash. It is sur-

rounded by magnificent shade trees and extensive lawns, and is one of the most beautiful and pretentious homes in the city.

WERNECKE & SCHMITZ, Hardware. This enterprising firm are among the leading merchants in their line in this city, and occupy, for the conduct of their large business, their own splendid building, which is pictured in this number of HEADLIGHT. This is one of the most attractive business blocks in Manitowoc, and stands as a monument to the progress and push of this house. Everything in the line of shelf and heavy hardware is to be found in their big stock, in connection with which they do all kinds of work in tin, copper and sheet iron, employing in this branch of the business several men. Henry Wernecke and Herman Schmitz constitute the firm, both of whom are highly regarded in business and social circles.



RESIDENCE OF F. A. MILLER.



THE PERE MARQUETTE ENTERING MANITOWOC HARBOR.



WERNECKE &amp; SCHMITZ, HARDWARE.





**A. F. KUHL, Livery and Boarding Stables.**—One of the largest and best equipped livery establishments in Manitowoc is conducted by the above-named gentleman. His equipment of carriages, buggies and other vehicles is new, handsome and up to date in every respect. The horses in his barn are beautiful animals, well groomed and stylish, and the undertaking branch of the business has all the necessary equipment required. A specialty is made of boarding horses, and those who intrust their animals to Mr. Kuhl's care may do so with the assurance that they will receive the best possible attention. Mr. Kuhl is a member of the city council, and his administration of affairs in this capacity gives satisfaction to his constituents and the public.

**NORTHWESTERN HOUSE.**—This has been one of the leading hotels of Manitowoc for many years, but never in its history has it been conducted on a higher plane than since it has been under the management of Mr. F. C. Borchardt, its present proprietor. Mr. Borchardt is an experienced and accomplished hotel man, and understands to the smallest detail the requirements of the traveling public. The service at the Northwestern is first-class in every respect, and it would be difficult indeed to find a table more bountifully supplied with substantial fare. The proprietor believes in conducting the house on such a plan that it will do its own

advertising, and those who have partaken of its hospitality under the new management are the most active in spreading its fame.

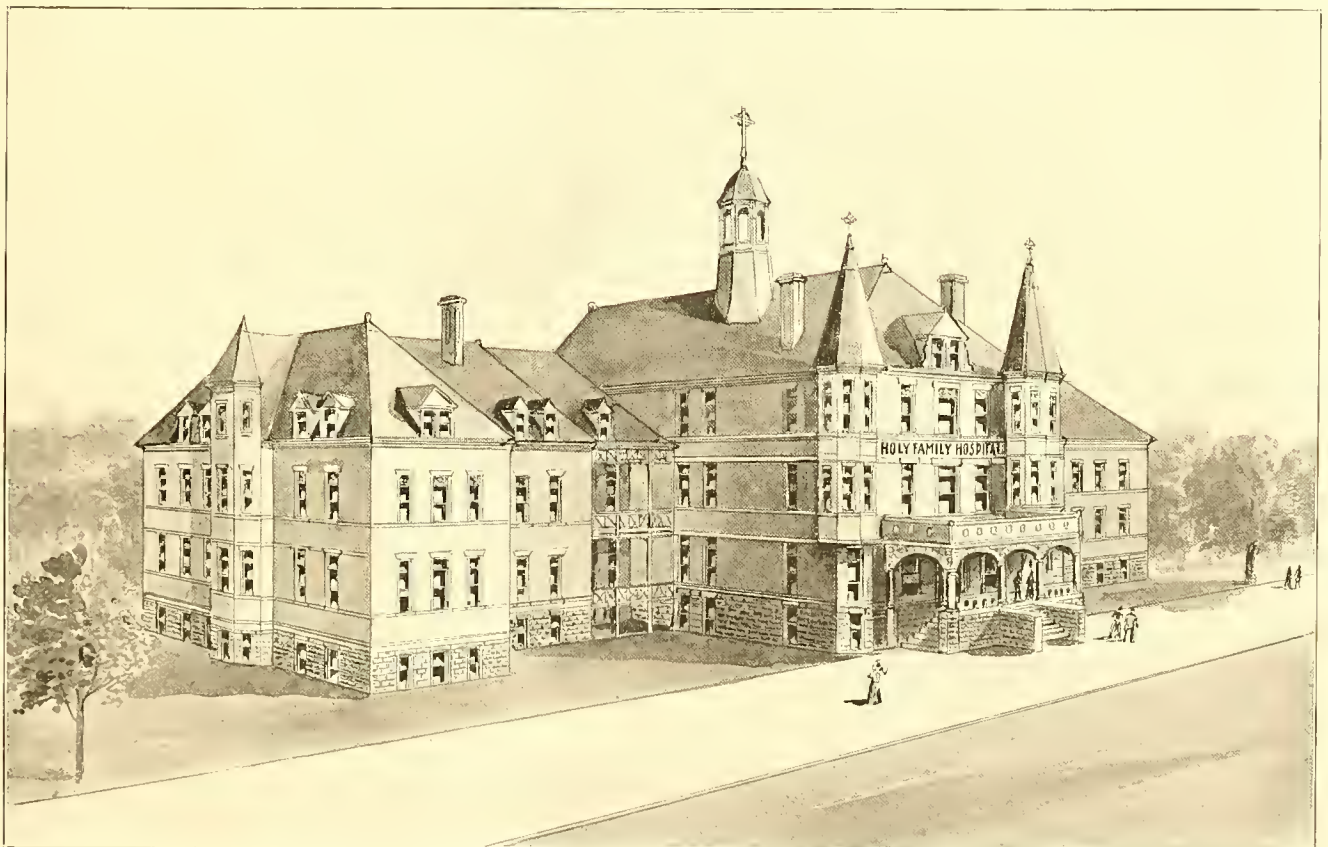
**MENDLIK & MULHOLLAND.**—This establishment is one of the largest among the many retail houses of Manitowoc. The firm occupies a corner at Eighth and Buffalo streets, 55 by 60 feet, two stories and basement, with an annex 20 by 80 feet, which is completely filled with an immense stock of general merchandise, including clothing, boots and shoes, dry goods, groceries, crockery, etc. Both of these gentlemen are merchants of rare ability, and know to a nicety how to select goods to suit the demands of their large trade. They are both old and highly respected citizens of Manitowoc and are interested in all that pertains to its welfare. Mr. Mulholland is a member of the City Council, and president of that body. He is also chairman of the Harbor Committee, in which position, by his extraordinary business ability, he has been able to render the city the most valuable service. Mr. Mulholland is an ardent churchman and holds a high office in the Catholic Knights of America.







HOLY FAMILY CONVENT, SISTERS OF ST. FRANCIS, NEAR MANITOWOC.



NEW HOSPITAL, SISTERS OF ST. FRANCIS, AT MANITOWOC — C. H. TEGEN, ARCHITECT.

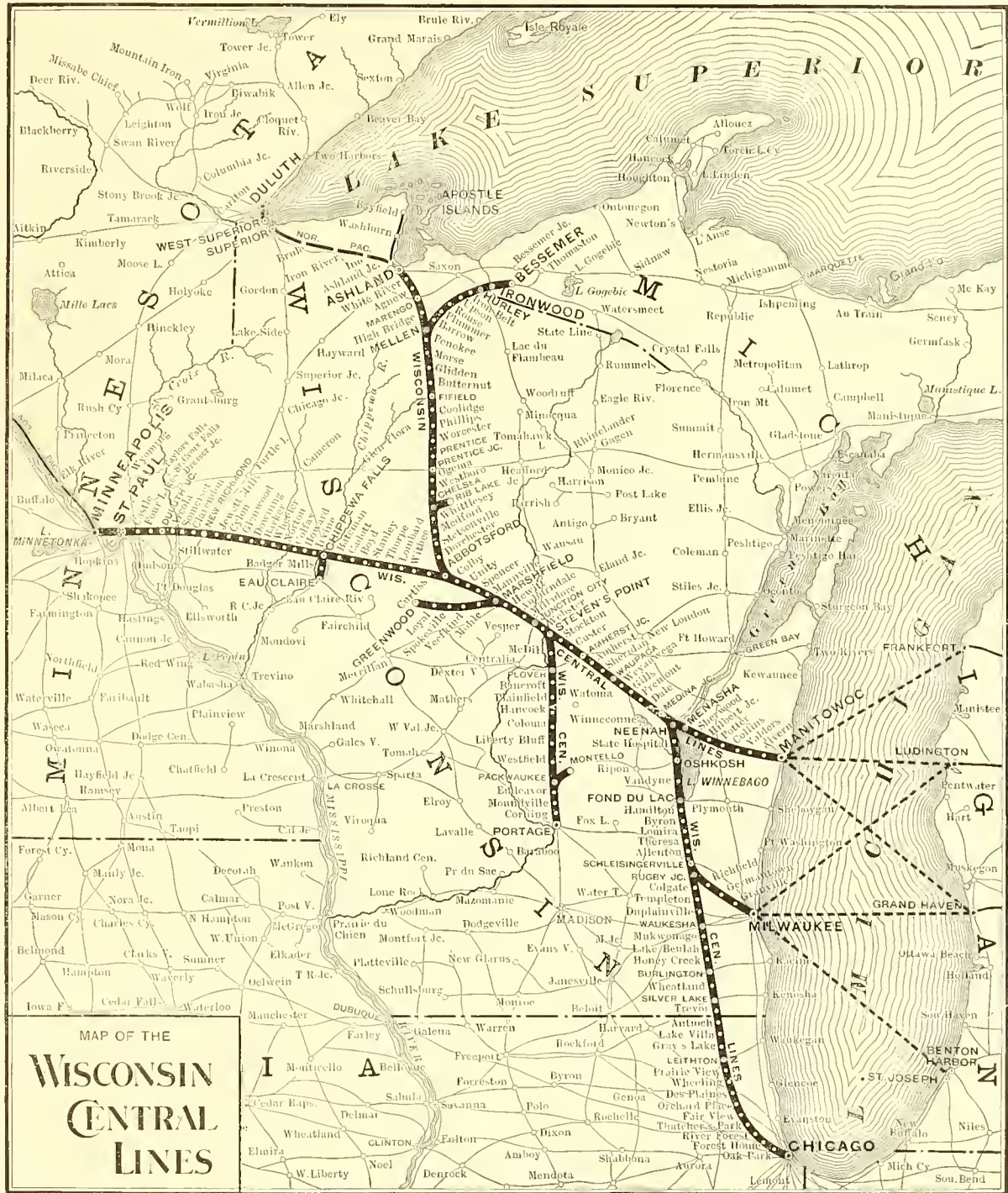






# The Wisconsin Central Lines

IN IT FOR BUSINESS BETWEEN **Chicago and St. Paul, Minneapolis, Duluth and the Superiors.**  
 TRACK, TIME and SERVICE THE BEST.



The **SHORT LINE** to all points **EAST**, through the **Manitowoc** gateway.

H. F. WHITCOMB,  
 General Manager.

S. J. COLLINS,  
 General Superintendent.

BURTON JOHNSON,  
 General Freight Agent.

JAS. C. POND,  
 General Passenger Agent.

MILWAUKEE, WIS.

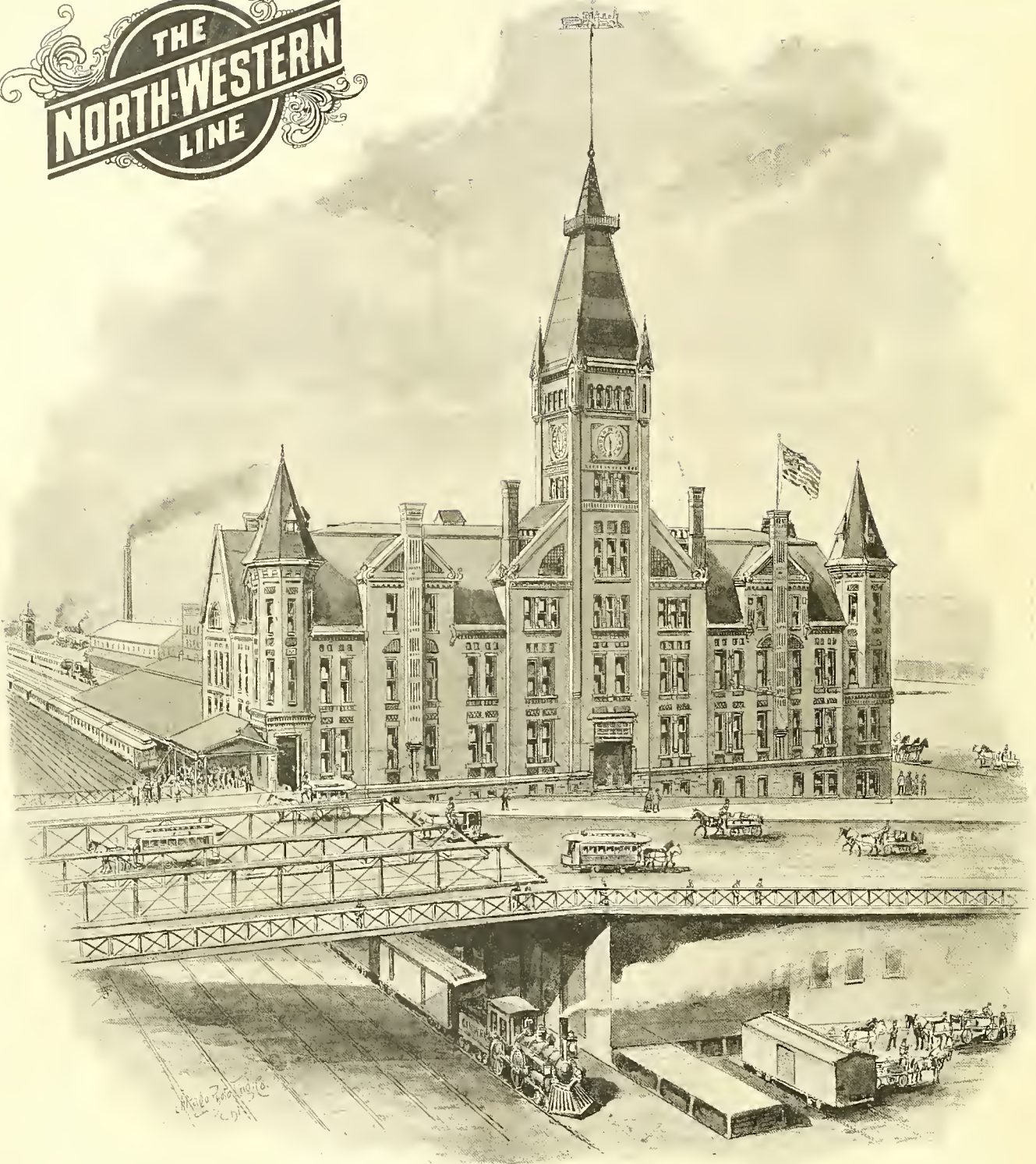


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